



tp 4/06-150137

## KAMEHAMEHA SCHOOLS

April 10, 2006

Mr. Kenneth Toru Hamayasu, P.E. Chief  
Transportation Planning Division  
City and County of Honolulu  
650 South King Street, 3<sup>rd</sup> Floor  
Honolulu, HI 96813

Re: High Capacity Transit Corridor Project

Dear Toru:

Thank you again for meeting with Kamehameha Schools last week to provide information on the proposed transit corridor project alternatives. We found the discussion very helpful.

As promised, I wanted to provide the Department of Transportation with our initial comments on the Fixed Guideway alternatives where there are touch points to Kamehameha Schools' land holdings. I have organized my comments to correspond to the Sections presented under your design concepts dated March 21, 2006.

### Section I

No comments. KS does not have land holdings in the affected areas.

### Section II

Kamehameha Schools has numerous land holdings along the proposed route. Generally, we are supportive of the alignment, but our primary concern is minimizing condemnation of KS property to accommodate the system. It is our understanding that the proposed alignment is largely in the center median, which will limit the taking of private land holdings. We also understand that a preliminary transit platform is proposed for a location proximate to "Home World" in Kaonohi, which is a KS owned property, and that a small taking may be needed to accommodate the stairwell landing. KS would like to discuss the property impacts with you in greater detail as final engineering is set forth on this Section. While we believe we can accommodate a stairwell landing on some portion of KS' land holdings, we want to ensure that the placement does not impact the eventual redevelopment of such properties.

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### **Section III**

No comments. KS does not have land holdings in the affected areas.

### **Section IV**

KS has extensive land holdings throughout the project area. Our land holdings include properties along both Dillingham Boulevard and N. King Street, from approximately Waiakamilo Road to east of Kokea Street.

KS favors the King Street alignment over the Dillingham Boulevard route. Our reasons are as follows:

1. The King Street alignment bisects the community and provides greatest access to areas of employment and housing.
2. The King Street alignment better accommodates our vision for future redevelopment within the Kalihi/Kapalama area. The future redevelopment we envision long-term along Dillingham could include uses that are not as compatible with a Fixed Guideway system as the uses anticipated along King Street.
3. It is our understanding that the Dillingham Boulevard alignment may require a sliver taking on the makai side of the street, whereas the King Street alignment will have fewer impacts on private landowner rights.

### **Section V**

Each of the alternative alignments in Section V has some advantages and benefits, but KS generally favors the Queen Street or Halekauwila alignments over the alternatives presented. We tend not to favor the options that require underground tunneling in Kakaako as we think this will be highly disruptive during construction.

Relative to the Queen Street and Halekauwila, we find that it advantageous to have the alignment be closer to makai uses within the district, particularly given the future employment anticipated near the John A. Burns Medical Center. However, we do have specific concerns with the Halekauwila alignment as it relates to KS' ownership at the southeast corner of Halekauwila and South Street. If DOT elects this route, we ask that you work with KS to minimization any negative site impacts, as this site will likely be developed with residential housing in the future.

Related to Moiliili, we understand that all the alignments generally run down the center (or approximate center) of University and there will be limited impacts on private landowner rights. We would, however, support a platform stop at the Puck's Alley location to maximize pedestrian traffic to this center. Please work with KS going forward to help best site this facility to minimize impacts on development going forward.

Mr. Kenneth Toru Hamayasu

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Thank you again for your time and consideration. Please feel free to call me at 808-534-3854 with any questions.

Regards,



Paul Quintiliani

cc: Susan Todani  
Bob Oda